

## 4500 SOUTH- MURRAY NORTH STATION

The Fireclay Station study area primarily consists of several vacant or underutilized industrial parcels adjacent to the north-south TRAX rail corridor just north of 4500 South and between State Street and 300 West. Located approximately one mile northwest of the downtown core of Murray, this study site provides the largest potential redevelopment area among the four case study sites. As much of the vacant land was formerly used for industrial activities, site redevelopment must address brownfield and environmental mitigation issues. The study site has access to numerous bus routes, TRAX, and the 4500 South exit of I-15.

### Economic Opportunities and Constraints

Murray's population is slightly older than the regional average, with somewhat smaller household sizes. Although Murray's household income is also slightly lower than the region's, there is a higher rate of homeownership. Hence, Murray appears to be a stable, although aging community that is positioned to capture new younger households as older community members transition out of their existing homes. Murray also has a strong economic base oriented towards services and trades. Although the area immediately surrounding the 4500 South station is currently primarily industrial in nature, this is not the City's economic strength; these uses are likely to be phased out over time. Murray's population growth is projected to be relatively small. However, expected job growth will be strong relative to population growth, although still projected to be smaller than the region as a whole. Real estate market conditions and regional economic trends suggest the following opportunities for development around the 4500 South station:

- Many of the industrial activities currently located around the TRAX station are either marginal now, or will become marginal over the long-term. Most of this land will be available for future redevelopment.

- There is a strong residential housing market in Murray for all types of housing products including single family houses and moderate density multi-family units.
- The area around the TRAX station can potentially support local and community serving retail uses. These activities will be most viable located along a major arterial, rather than adjacent to the station itself.
- Some future office development may be viable in this area. Office uses should be concentrated to create a critical mass. Mixed-use office and residential buildings may also be viable, depending on local market conditions at the time a particular project is being considered.

### Proposed Land Use and Urban Design Guidelines

The study site consists of three distinct areas between Central Avenue and 4500 South, divided by the barriers of the Denver and Rio Grande (D&R) and TRAX rail lines. West of the D&R rail line primarily contains large industrial parcels with easy access to I-15. A second area, also composed of large industrial parcels, extends from the D&R rail line to TRAX. The third area, extending from TRAX east to State Street, contains some large-scale commercial properties. With the current understanding that no additional at-grade crossings of the TRAX line will occur within the study site, the area is limited to only one existing at-grade crossing, at Fireclay Street. Workshops focused on creating easy multi-modal access between all portions of the site and to surrounding areas.

TOD plans for this area must consider mitigation of brownfield sites and the limitations of at-grade crossings at the TRAX and freight rail lines that cut through the area. The past industrial uses necessitate a comprehensive environmental assessment in order to understand each property's development potential. Although environmental assessments may highlight limits regarding the use or intensity of

development, many development opportunities still exist after appropriate clean up procedures have been followed. For successful redevelopment, the city and regulating agencies must participate in a dialogue with property owners, potential developers and business operators to assess the costs, constraints and conditions for development.

4500 South also contains numerous amenities. There is excellent visibility and site prominence from the intersection of the highly traveled 4500 South, 300 West and I-15 on/off ramps. This amenity benefits the area west of the D&R rail line. This large area has the potential for property consolidation and development into an employment center or business park.

At the northeast corner of the study site, the Murray Laundry Tower is one of the city's few remaining icons. Workshop participants felt it should be incorporated into the development of a parkway along Big Cottonwood Creek. The creek divides the northern portion of the study area and provides an additional amenity, especially if the area develops residentially. Participants felt it was important to develop a varied housing stock, and to use Big Cottonwood Creek as a strong area-identifying feature and amenity. New housing opportunities were seen as most appropriate to the north and west of the station, where they could capitalize on the amenity of Big Cottonwood Creek. Housing density would decrease outward from the core.

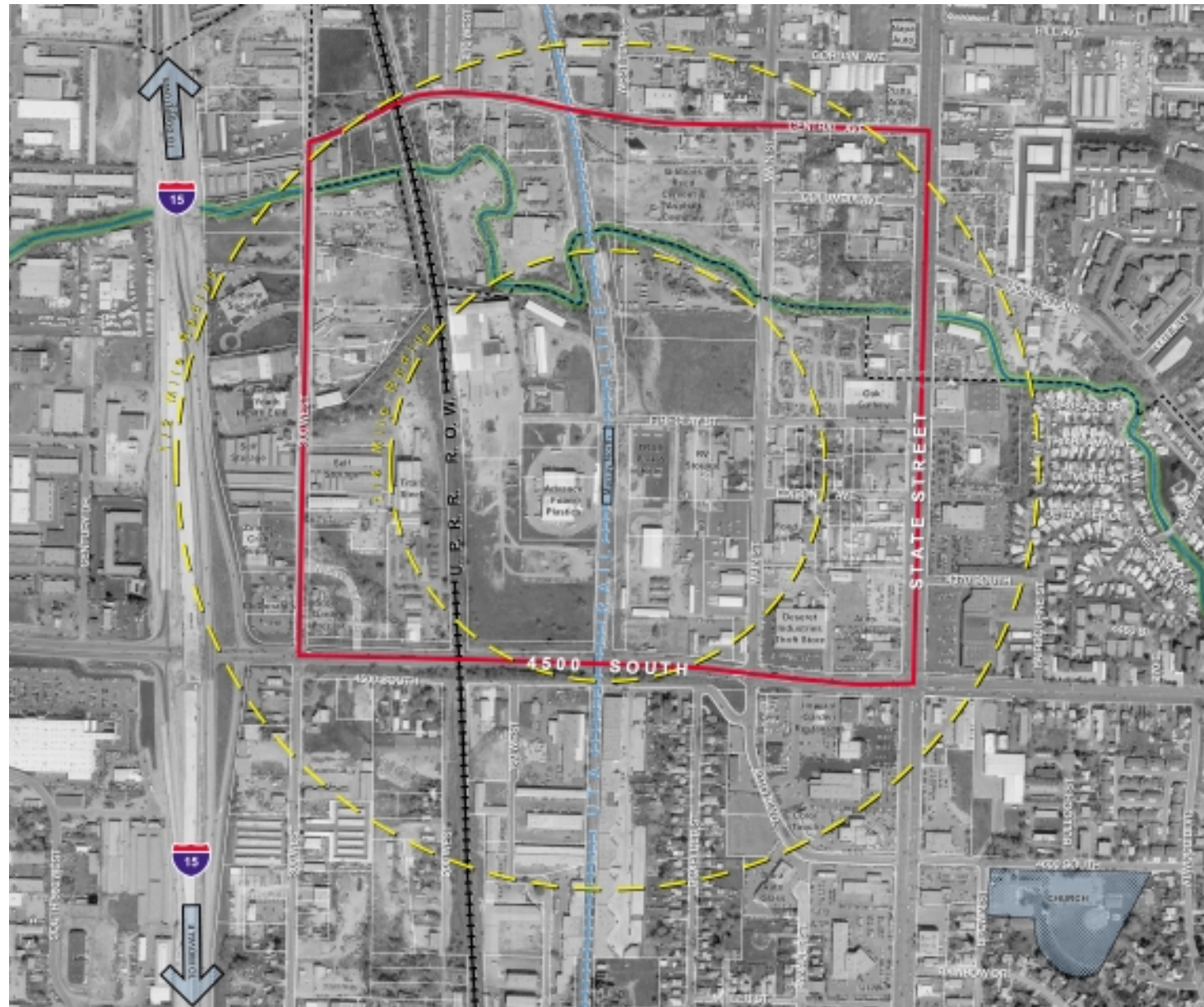
The workshop proposal extends Fireclay west under the D&R rail line to 300 West. Lined with mixed-use buildings, this axis would create a walkable east/west connection across the site's entirety. The site's western portion would be redeveloped as an employment center, with street-fronting buildings creating a more walkable character and intimate streetscape. New north/south surface streets would provide other connections across the site. Creating these connections will take a joint effort between Murray City, the rail lines, transit providers, property owners and developers.

4500 South Station currently contains a moderate park-and-ride lot with access to TRAX and bus service. Due to the park-and-ride lot's remote location one block west of Main Street and two blocks north of 4500 South, there is currently limited retail and commercial development adjacent to it. Future area development would benefit from mixed-use development of offices over smaller-scale retail within a walkable core area around the intersection of Main and Fireclay Streets.

4500 South Station provides an example of the great potential to redevelop industrial properties along both the light rail and commuter rail corridors. Brownfields mitigation, rail crossings and construction of additional surface streets are issues that must be addressed prior to full-scale development.

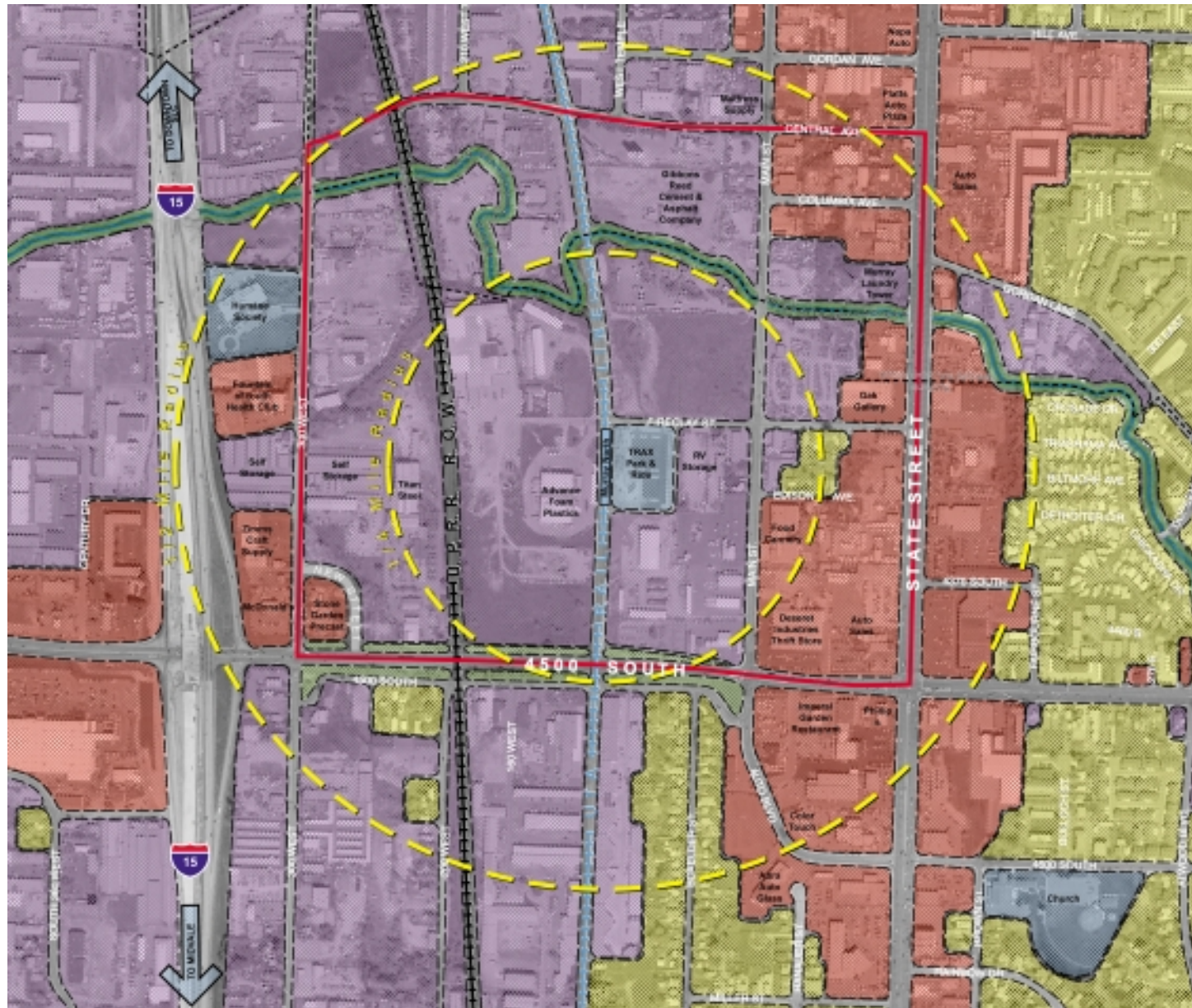
## EXISTING CONDITIONS

- Study Boundary
- 1/4 and 1/2 Mile Radius





## 4500 South- Murray North Station



## APPROXIMATE LAND USES

-  Retail / Commercial
-  Office / Industrial
-  Housing
-  Civic Uses
-  Site Boundary
-  City Limit
-  Light Rail
-  Heavy Rail





# WORKSHOP MAPS

4500 South- Murray North Station





## 4500 South- Murray North Station



Mark-Up Map

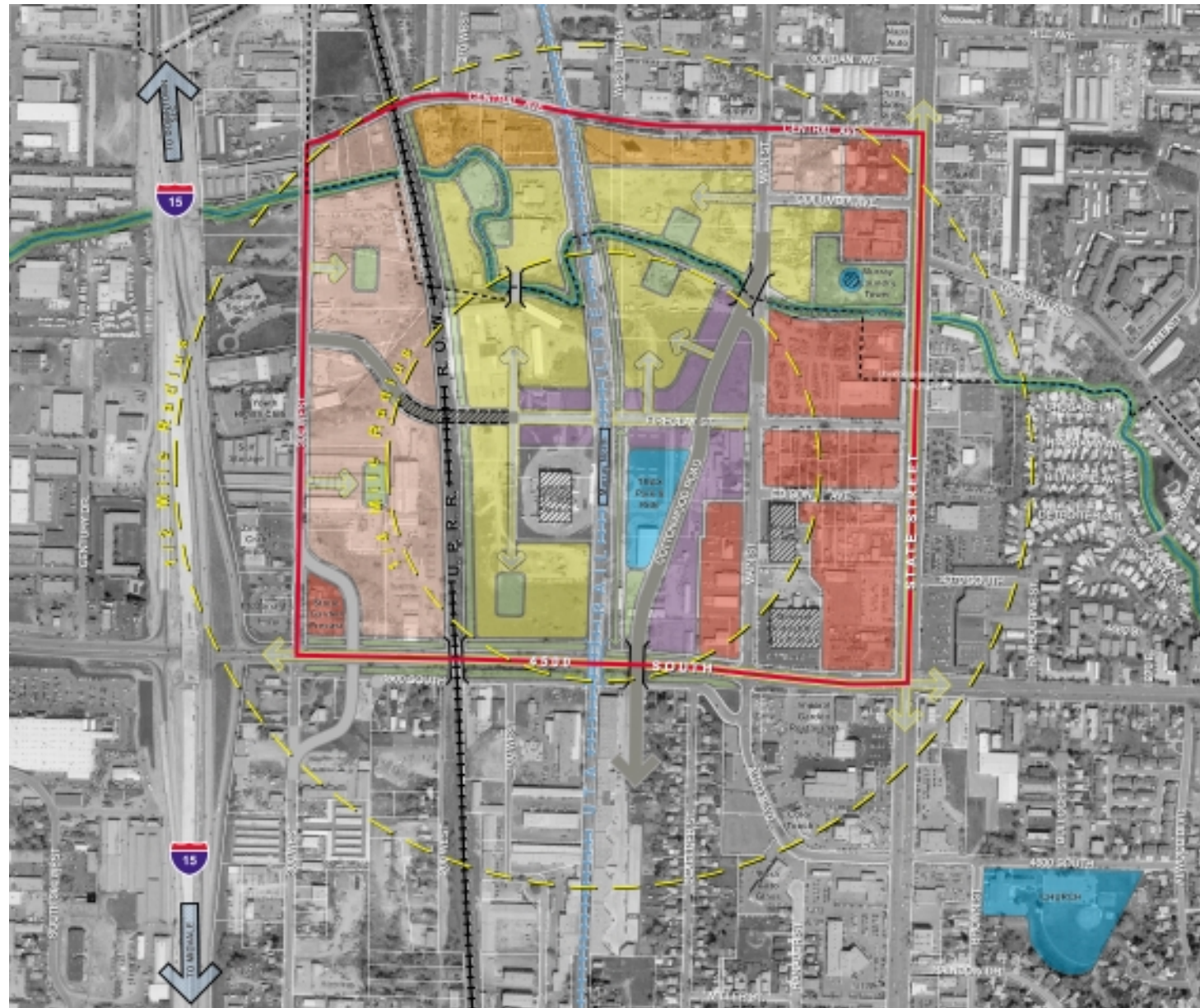


Consensus Map



# SYNTHESIS PLAN

-  Retail
-  Mixed Use (Residential/Office/Retail)
-  Employment
-  Housing Units
-  Live / Work Units
-  Open Space / Green Connections
-  Civic Uses
-  New Street / Street Improvements
-  Existing Building and Rehabilitation





## 4500 South- Murray North Station



THIS SITE PLAN ILLUSTRATES THE NEED FOR SITE PLAN AND LAND USE FLEXIBILITY. THE PARCEL TO THE STATION'S NORTHEAST MAY HAVE ENVIRONMENTAL CONTAMINATION ISSUES, POTENTIALLY PRECLUDING THE RESIDENTIAL USES CURRENTLY SHOWN THERE. IF THIS IS FOUND TO BE THE CASE, OTHER USES MAY BE MORE APPROPRIATE IN THAT LOCATION.

## ILLUSTRATIVE PLAN





## REGULATING MAP

- Mixed Use (Residential / Office / Retail)
- Retail
- Employment
- Single Family Housing
- Townhouses
- Live / Work Units
- Multifamily Housing
- Open Space / Green Connections
- Civic / Community
- Existing Building and Rehabilitation
- Transit Node
- Major Street Improvements
- New Street
- New Alley

